

The Kingston Connectivity Project will create a more livable, vibrant community through complete streets strategies and establishment of rail trails on historic rail corridors linking Uptown and Midtown along the Broadway Corridor to the Rondout and Hudson River Waterfronts. A multi-modal infrastructure will be designed and constructed that will provide safe, universally accessible alternatives for moving about by bicycle, on foot and other non-motorized means while smoothing the flow of motorized vehicles into the heart of the City in Midtown. It will catalyze a significant regional effort to create a rail trail network that will serve as a recreational amenity and visitor attraction of international significance. It will create a green infrastructure that reduces fossil fuel consumption, mitigates climate change through reduced automobile use and fossil-fuel emissions, promotes pedestrian-friendly development in close proximity to public transit, enables freedom of mobility, encourages more physical activity, allows children to walk or bike to school, reduces traffic congestion, stimulates economic growth, and invigorates the municipal center. Finally, it will serve as a catalyst for economic vitality of the Midtown area of Kingston.

Currently, active rail trails end at the city's perimeter and are not accommodated on the streets. There is no striping and bike lanes and paths do not exist. In some areas sidewalks are not serviceable or do not exist. The Kingston Connectivity Project will accomplish critical steps for bringing the rail trails to a Midtown Hub at the center of the City. This will be accomplished by converting abandoned or underutilized railroad corridors for shared multi-modal use as rail trails and through complete streets strategies along Broadway and other side streets in the vicinity. Multi-modal connections will also be made along the Rondout Waterfront via East Strand and North Street to Kingston Point Park, the Hudson River, and out to the mile-long Promenade at Hudson Landing (soon coming under construction thanks to a successful 2012 CFA).

The Kingston Connectivity Project will establish continuity in the region-wide rail trail network system that, over time, will:

- Span 60 miles from Kingston into the Rondout Valley and link Hurley, Stone Ridge, Marbletown, Rochester, Accord, Wawarsing, Kerhonkson, and Ellenville and beyond following the O&W Rail Trail and D&H Heritage Corridor.
- Connect Kingston to Rosendale, New Paltz, Gardiner, Wallkill, and Walden via 30 miles of the Wallkill Valley Rail Trail.
- Link to the Walkway Over the Hudson 25 miles to the south by bike path and the Hudson Valley Rail Trail via the Wallkill Valley Rail Trail in New Paltz.
- Connect Kingston via the Catskill Mountain Rail Trail along the Ashokan Reservoir and 38 miles up into the Catskill Mountains.
- Connect Midtown Kingston to the Rondout Waterfront via the only accessible route (3% grade) on the [Kingston Point Rail Trail](#) and from there to the Hudson River waterfront via several miles of publicly accessible bike paths and walkways, largely on publicly owned property.

The Kingston Connectivity Project includes the following components:

1. Complete Streets Design/Construction of Broadway including enhancements in the area near the Ulster Performing Arts Center, City Hall and Kingston High School
2. Conduct a study and implement an actuated coordinated traffic signal system along the Broadway Corridor from Albany Avenue at the I587 Intersection to Foxhall Avenue in Midtown

3. Provide for Heritage Area Enhancements including benches, decorative pavement, and façade improvements consistent with guidelines in the Heritage Area
4. Provide for Walkability/Bikeability Enhancements with pedestrian signals, lighting, ADA compliant crosswalks, pedestrian ramps, and sidewalks.
5. Construct the [Kingston Point Rail Trail](#) and implement the [“Greenline” concept](#) as per plans developed by the Kingston Land Trust from Midtown near the Kingston Hospital to the Rondout Waterfront
6. Replace embedded rail trolley trackage along the Rondout Promenade and set the stage for electrification of the trolley from the [Trolley Museum of NY](#) to the lower end of Broadway
7. Extend the Waterfront Walkway/Bike Path connections along the Rondout and Hudson Waterfronts to [Hudson Landing](#) with a spur to [Kingston Point Park](#)

Grant funding is being requested under the NY State Consolidated Funding Application (CFA) process from DOS (\$500,000), OPRHP Heritage Area (\$500,000), NYSEDA Cleaner Greener Communities (\$1.5M) and Recreational Trail Program (\$200,000). Federal Transportation Enhancement Program funds (NYSDOT) are also being requested (\$2M).

The Kingston Connectivity Project will require \$4.7M. A combination of compatible grants for providing match will be critical in order to close the gap. At this time, due to severe demands for bonding to cover capital projects such as the catastrophic failure of a tunnel under Washington Avenue and a sinkhole that developed, and because of the 2% cap on property tax increase, the City will have limited options.

The City is working with the Ulster County Transportation Council on an engineering study of the Broadway Corridor now (\$48,000). An engineering study has just been completed by Alta Planning + Design (\$20,000) and survey work will soon be completed (\$9,700) by Brinnier & Larios for the Kingston Point Rail Trail thanks to the efforts of the Kingston Land Trust. In-kind effort will support the public process and provide for enhancements.

The project will produce the following outcomes:

**Economic Development in Corridor** – This project is aimed directly at the heart of Midtown where many vacant storefronts exist. Without question, this project will enhance the cultural district in Midtown centered around the Ulster Performing Arts Center and will help initiate a new wave of adaptive reuse of old building stock. It will be the catalyst for enticing owner occupancy and will spur growth of new businesses. These are perhaps the most compelling rationale for investment in Kingston. Currently, business owners along Broadway are screaming for improvements. The feedback they receive from customers is loud and clear. The expansive stretch of asphalt, inappropriate street lighting, poorly designed intersections, and poorly timed traffic lights taint the experience for tourists, customers, and prospective businesses alike. Business development along the Broadway corridor will not occur without significant upgrades to the streetscape, especially in the vicinity of the Ulster Performing Arts Center. This project will result in many of the now-vacant storefronts becoming filled. In addition to the numerous safety and multi-modal transportation benefits, it is expected that private investment and reinvestment will be facilitated by accelerating the implementation of the public infrastructure improvements so as to provide a more attractive frontage and remove uncertainty for businesses.

**Stimulating economic development** – motorized and non-motorized transportation corridors in Kingston will be enhanced in ways that will support a significant increase in tourism as the rail trail network comes to fruition and barriers to business activity in Midtown are removed. The Governor has proposed \$2M for the [Catskill Mountain Rail Trail](#), the [Rosendale Trestle](#) recently opened to the public, and the Kingston Land Trust is

embarking on the conversion of the Kingston Point Rail Trail in partnership with the City of Kingston connecting Midtown to the Rondout and Hudson waterfronts with the Greenline Initiative.

**Job Creation & Near-Term Economic Activity** – Using the standard rate of 13 jobs created per \$1M in investment, it is projected that this project will directly result in more than 61 new jobs.

**Jobs Created by Bicycle and Pedestrian Facilities** – A recent report published by Smart Growth America titled, “Recent Lessons from the Stimulus: Transportation Funding and Job Creation” (Smart Growth America, 2011) concluded that transportation infrastructure projects that included bicycle and pedestrian facilities (e.g., sidewalks, multi-use paths, dedicated bicycle lanes) created more jobs per million dollars spent than road only projects.

**Economic Competitiveness - Travel Time Savings** – Broadway has chronic travel delay problems. It is not designed to effectively and efficiently serve the community needs and is dangerous to pedestrians and bicyclists. Improving the intersections and operations of the Broadway corridor will create time savings for travelers during both the morning and afternoon peak hours as well as midday.

Using a Travel Time Study developed by Eng-Wong, Taub and Associates (2011), a total time saved calculation could be approximated for traffic. Using NYS DOT Traffic Count data at key locations and the ADT figures for morning, midday, and evening, and then using the data for the average travel time profiles from the Travel Time Study at those times, calculations for the cost of time delay for business use and general use were estimated and monetized. The value of smoothing flow on Broadway and reducing travel delay time is valued at as much as \$45.5 M over the twenty year life of the project.

**Addressing Social Needs** – At this time, in the City of Kingston, the population is approximately 23,527. Current median household income is \$40,056, compared to \$50,157 for all U.S. households. Currently, 41.0% of the 11,121 housing units in the City of Kingston are owner occupied; 49.1%, renter occupied; and 9.9% are vacant compared to the U.S. overall where 56.5% of the housing units are owner occupied; 32.1% are renter occupied. The unemployment rate of the City of Kingston is 8.8% overall, but as high as 20% in some Block Groups in the project area at a time when the rate in Ulster County is 7.9%.

This project will address particular needs of the population for a walkable, bikeable community with multiple transportation choices, safe routes to school for students, and transit-oriented development. In addition, it will smooth traffic flows, reduce travel times, and improve efficiency and thereby enhance public health initiatives. Finally, the main transportation corridors, especially Broadway, will become more attractive for businesses to locate and will serve to bolster ongoing economic development initiatives for neighborhood revitalization.

**Enhancing the Environment and Implementing Kingston’s Climate Action Plan** – Kingston is a Climate Smart Community with a Climate Action Plan, developed by the Kingston Conservation Advisory Council and approved by the Common Council. The City of Kingston recognizes that greenhouse gas (GHG) emissions from human activity are catalyzing profound changes in climate and weather, the consequences of which pose substantial risks to the future health, well-being, and prosperity of the community. The ultimate goal of this effort is to locally reduce GHG emissions. In addition rising energy costs make it imperative that the City of Kingston take a leadership role in advancing energy saving measures and other sustainability initiatives that will stabilize and potentially reduce energy related expenditures for City government, local businesses and City residents.

The proposed improvements for the City of Kingston Connectivity Project will reduce GHG emissions through improved transportation system efficiencies and will increase landscaping to provide heat island reduction, reduce stormwater impacts, and provide transportation choices thereby addressing the goals of the plan.

**State of Good Repair - Maintenance and Repair Savings** – Broadway is a wide street with four traffic lanes and parking on each side. For much of its length it is 60 feet wide narrowing to two traffic lanes and 40' as it passes the High School and City Hall in Midtown and at the I-587 end where cars queue up waiting for lights at the intersection. The multiple lanes through the city are used mostly to stack up cars as they wait for a multitude of unsynchronized traffic lights.

Repaving Broadway at its current pavement width would cost, based on estimates (\$9 per square yard), approximately \$385,000 every 10 years. By narrowing the lanes, utilizing a central turning lane and otherwise smoothing traffic, bike lanes can be added that will result in a cost savings of \$125,000. Over the life of the project this cost would be incurred only one time following initial construction. In addition, the annual maintenance costs are reduced. The value is \$532,400 over the twenty year life of the project.

**Improved Property Values from Accessibility and New Infrastructure** – According to a study commissioned by the Robert Wood Johnson Foundation-Active Living Research (Ewing and Shoup, 2010), complete, compact, and connected communities increase land values, on average, approximately 5-12%. This additional property value is a one-time realized value. The value of a walkable network with new infrastructure for the purposes of this analysis was estimated to average 7%. By selecting all properties fronting on Broadway and Rail Trail Corridors adding the total assessed value (properties have been recently assessed at 100% market value) and using 7% of this value as a benefit spread equally over four years of the project, the benefit was calculated to be more than \$40M.

**Increase in Bike/Pedestrian Use Due to Improvements** – Using an analysis by the Victoria Transportation Policy Institute (Litman, 2011), the benefits for bicyclists and pedestrians as a result of the proposed improvements can be calculated. The value accrues from benefits related to fitness and health, reduced motor vehicle use, reduced congestion, roadway cost savings, energy conservation, pollution reduction, and increased accessibility. A benefit on the order of \$4M over the twenty year life of the project is estimated.

**Improved Access for Disadvantaged Communities** – While it is very difficult to apply a dollar value for improved transportation equity in the project area, it is clear that improved choice will provide an improvement in the overall quality of life for the area's residents.

**Sustainability - Street Trees Maintenance and Benefits** – This project will apply at least \$200,000 toward street trees to Broadway and adjacent streets. Each tree provides aesthetic, energy, air quality, CO2, and stormwater benefits that can be quantified. The value of the services provided by planting more trees was not included in the valuation but is reflected in the City's Climate Action Plan.

**Safety - Reduction in Accidents** – Crash data obtained from the Ulster County Planning office for 2010 and 2011 was pulled for the Broadway Corridor, converted to AIS, valuated, and then divided by two to give an annual value for loss due to crashes, injury, and property loss due to accidents. It was assumed that this high rate of incidents could be cut in half if improvements in intersections, traffic flow, and traffic calming were implemented by the Multi-Modal Connectivity Project. The value is \$84.1M over the twenty year life of the project. This suggests that safety is the most compelling of all the reasons to move forward on this project and that a safer streetscape will result in the most benefit.

## Planning in Place

Much of the planning and conceptual design work is done over the five miles of the project. Design and construction funds are requested.

Public planning process, conceptual design studies for Uptown and the I587 Intersection with Albany Avenue at the head of Broadway, Non-Motorized Transportation Plan, Kingston Point Rail Trail Engineering Study, Heritage Area Management Plan and Design Guidelines, Local Waterfront Implementation Plan and other documents have been completed. Currently underway is a Conceptual Design Study for the Broadway Corridor, Public Planning Process for the Kingston Greenline, Bluestone Survey and Sidewalk Study, Engineering for the East Strand Streetscape, and Design and Construction for the Hudson Landing Promenade. This project will fill in any gaps in the design and engineering work and construct a continuous multi-modal infrastructure from Uptown approximately five miles to link Midtown, Rondout and Hudson Waterfronts along the Broadway Corridor.

According to the [Uptown Stockade Area Transportation Plan](#) (2009), "Existing traffic and pedestrian signals in the area are unconventionally timed, not functioning properly, or outdated. The combination of two-way and an inconsistent pattern of one-way streets, as well as the non-standard designs of some intersections, are confusing and, in some cases, hazardous." "A walkability/bikeability assessment of the project study area was performed for the entire study area. Based on field observations, there are numerous locations at which sidewalks should be repaired, replaced, or installed; pedestrian ramps should be constructed; crosswalks should be re-striped or added; and pedestrian signals and/or push buttons should be repaired or installed to improve walkability in the area."

The City of Kingston's I-587 at Albany Avenue intersection is in need of design improvements. Currently, left turn lanes serving north and south bound Albany Avenue traffic provide insufficient levels of service during peak travel hours. Safety and pedestrian issues also warrant an analysis of intersection safety and design alternatives. Federal and State funding for final design and construction is programmed by the New York State Department of Transportation (NYSDOT) to improve the intersection. The [Kingston Intersection Study of I-587 at Albany Avenue/Broadway Intersection](#) was conducted including a Concept Design Report and a Visual Traffic Simulation available on the Ulster County Planning Web Site. According to the Study, "The intersection formed at the confluence of I-587, Albany Avenue, and Broadway has outlasted its functional lifespan. The intersection experiences recurrent congestion during the peak travel hours and is unfriendly to pedestrians and bicyclists. Emergency response vehicles avoid the intersection during the busy hours of the day and find alternate routes through neighborhoods. Traffic accidents are frequent and sign clutter contributes to driver confusion." The Intersection is currently scheduled for reconstruction in 2016.

The UCTC will release an RFP in August 2013 to solicit services for the "Broadway Corridor Conceptual Design Study" to develop alternative concepts that use transportation to improve the corridor's function. Alternatives will include roadway improvements, lane striping, signal timing re-design, cross walks, traffic calming, wayfinding, streetscape and beautification improvements, bicycle lanes/complete street treatments, improved directional signage, and various other control measures between Foxhall Avenue to near the I587 intersection at Albany Ave (Elmendorf & Liberty Streets). The study will be completed in Fall 2013 and will be directly applicable to the Kingston Connectivity Project.

The City of Kingston, which completed a [Local Waterfront Revitalization Plan \(LWRP\)](#) in 1992, is working to maintain the maritime character of its Rondout District through the preservation of historic architecture as well

as by enhancing connections to Rondout Creek and the Hudson River and developing design standards for future growth. Located on the shore of Rondout Creek, the district contains many buildings reflective of its 19th-century past as a bustling village located at the terminus of the Delaware & Hudson Canal. On the west side of Broadway, a main street leading to the creek, historic storefronts of varied heights and colors today contain a lively mix of businesses. Similar structures on the street's east side were demolished in the 1970s and replaced with historically inspired row houses. The [Kingston Waterfront Development Implementation Plan](#) was drafted in 2003.

In October 2009, the City of Kingston Common Council passed a resolution adopting the [Climate Smart and Green Jobs Community Pledge](#) and charged the City of Kingston Conservation Advisory Council with establishing a Climate Smart and Green Jobs Taskforce to review the issues and propose a plan of action. The Task Force shall be charged with investigating and making recommendations to the Common Council regarding strategies that will:

1. Pledge to combat climate change by becoming a Climate Smart Community
2. Set Goals, Inventory Emissions, Move to Action
3. Decrease Energy Demand for Local Government Operations
4. Encourage Renewable Energy for Local Government Operations
5. Realize Benefits of Recycling and Other Climate Smart Solid Waste Management Practices
6. Promote Climate Protection through Community Land Use Planning
7. Plan for Adaptation to Unavoidable Climate Change
8. Formulate a Green Innovation Strategy
9. Inform and Inspire the Public
10. Commit to an Evolving Process

The City of Kingston was able to secure a one-year grant from the New York State Energy Research and Development Authority (NYSERDA) to retain personnel to conduct a greenhouse gas inventory and create a Climate Action Plan. The Climate Analyst developed a [Climate Action Plan](#) with the Kingston Conservation Advisory Council and city staff that was adopted by the Kingston Common Council in September 2012. The plan includes a transportation and land use section that is especially relevant to this project.

In 2010, Scenic Hudson published [Revitalizing Hudson Riverfronts: Illustrated Conservation & Development Strategies for Creating Healthy, Prosperous Communities](#). This 100-page illustrated guide, developed thanks to a grant administered by the City of Kingston, is now helping local officials, planners, developers, citizen activists and other stakeholders enhance and preserve the unique qualities of the Hudson River waterfront. The principles in the guide, developed by Scenic Hudson with a grant from the New York State Department of State, offer tools to promote the development of lively, pedestrian-friendly, mixed-use riverfronts in and adjacent to municipal centers while conserving forests, farms, wetlands and fields, and provide for a continuous public greenway corridor along the river. It will provide guidance for implementation of the project outlined in this application.

An outcome of this project will be to implement critical components of [Ulster County's Non-Motorized Transportation Plan](#) (2008) that includes strategies for promoting and implementing non-motorized transportation solutions. The plan provides policy guidelines and project recommendations to promote and implement a county-wide non-motorized transportation system. It identifies existing and potential commuter and recreational corridors, provides concept plans for priority projects, and recommends potential programs for encouragement, education and enforcement. It is important to note that while the Plan's focus is Ulster

County, it recognizes a regional system that also must be connected. Overcoming barriers to connections, such as the bridges across the Hudson and jurisdictional issues across both county and town lines and transportation systems, is a key component of the advocacy role associated with the Plan's implementation.

Programming transportation improvements in Ulster County is one of the UCTC's most important functions. Projects identified in the [UCTC's Year 2035 Long Range Transportation Plan](#) are prioritized by the UCTC for placement in the UCTC's five-year Transportation Improvement Program or "TIP" utilizing several project selection processes developed by the UCTC and the New York State Department of Transportation. Projects programmed must comply with Federal laws and guidelines of SAFETEA-LU, Public Involvement requirements, Title VI/Environmental Justice requirements, American with Disabilities Act (ADA) requirements, and the National Environmental Policy Act (NEPA).

This project addresses the priorities for non-motorized transportation in the county as indicated by a comparison of maps reflecting the development of rail trails in the region in figures 4-11 and 4-12 in [chapter four of the plan](#): the [Year 2010 Non-Motorized System](#) versus the [Year 2035 Non-Motorized System](#).

[The Mid-Hudson Regional Sustainability Plan](#) was developed through extensive research and a consensus building process open to stakeholders from throughout the Region. This process was overseen by a planning Consortium consisting of senior representatives of the Region's seven counties as well as government and non-governmental organizations. The City of Kingston provided input into the plan. This project is highlighted as a priority (pg 4-34) and addresses many of the priorities of Chapter 4: Land Use, Livable Communities, and Transportation.

According to the [Mid-Hudson Regional Economic Development Council's Strategic Plan](#), this region is near the center of the country's busiest rail corridor, boasts six interstate highways, and easy access to six international airports. With over 30 colleges and universities, the Hudson Valley maintains a highly educated labor force. An important goal of the Plan (pg 43) is to support the revitalization of urban centers as engines of regional prosperity. Goals include the following:

1. Target regional growth in urban centers, whose compact, mixed-use development pattern creates an opportunity for growth that is sustainable, cost-effective, energy- and natural resource-conserving, climate friendly, affordable, and attractive to young workers.
2. Promote the redevelopment of vacant and distressed properties, as well as the removal of blight and impediments to revitalization.
3. Encourage a State commitment to making improvements to existing infrastructure in urban centers more cost effective.
4. Attract investment and lay the foundation for transformative projects in urban centers.

The Common Council last year approved funding the development of an updated [Comprehensive Master Plan](#) for the City of Kingston. Shuster & Turner Associates began work last April 2012 to include the development of the plan and associated zoning code updates under the guidance of a 30-member Comprehensive Master Plan Steering Committee to be completed in Spring 2014.

The City's Consolidated 5-Year Plan for federal HUD funding for revitalization efforts, especially in distressed areas such as Midtown was developed this year and recently released. A project addressing the community's needs and rectifying shortcomings of the City's transportation systems is exceedingly timely.

Economic Studies that confirm the impact of a trail hub in Kingston that serves as a terminus for the trails. The [Catskill Mountain Rail Trail: Economic & Fiscal Impact Analysis](#), commissioned by the New York – New Jersey Trail Conference in June 2013, was conducted by Camoin Associates for an economic impact analysis on a project intended to create a 32 to 38 mile rail trail connecting the City of Kingston with Belleayre Ski Resort in Ulster County, to be known as the Catskill Mountain Rail Trail (CMRT). Camoin Associates conducted research into trail use to develop a reasonable estimate as to the number of anticipated users of the CMRT on an annual basis. The research indicates that annual use of the CMRT will be approximately 140,000 resulting in \$3.1 Million in new sales and 44 new jobs in Ulster County and \$112,000 in new County tax revenue annually. In another study by Parks & Trails NY, [Report of the 2012 New York State Trail User Count](#), December 2012, Hurley O&W Rail Trail from Russel Rd to Depot St serves approximately 81,000 users each year.

## Partnerships

- Kingston Conservation Advisory Council – has developed a Climate Action Plan for the City that has been approved by Common Council and established a Task Force to prioritize and implement the plan.
- Kingston Planning Department and Board – a new Comprehensive Master Plan is currently under development for the City of Kingston.
- Kingston Common Council – Passed resolutions for a Climate Smart Community, establishment of a Complete Streets Advisory Council, and is unanimous in support of the Comprehensive Master Plan. In addition, discussions are underway for a long-term arrangement between the Kingston Land Trust and the City of Kingston for management of the first rail trail initiative connecting Midtown and the waterfront on the city-owned ROW.
- Cornell Cooperative Extension is lead agency for a Robert Wood Johnson Foundation-funded "Healthy Kingston for Kids" Project with active initiatives for "Safe Routes to School" and "Complete Streets".
- Kingston Land Trust has been working on an initiative to establish Kingston as a "Rail Trail Hub" where the Wallkill Valley Rail Trail, O&W Rail Trail, Catskill Mountain Rail Trail, and Kingston Point Rail Trail converge in Midtown Kingston. The confluence of these rail trails, in combination with the complete streets strategies that will be necessary to form the linkages, has been dubbed the Kingston Greenline.
- Ulster County Executive Mike Hein is advocating for the establishment of the Catskill Mountain Rail Trail along a portion of the U&D Railroad Corridor including the portion within the Kingston city Limits that crosses Washington Avenue adjacent to Schwenk Drive.
- Parks & Trails NY and the National Park Service Rivers and Trails Conservation Assistance Technical Assistance Grants were awarded to the Kingston Land Trust for ongoing assistance for rail trail development.
- Federal Community Development Block Grant funding is being reprogrammed under a new Consolidated Plan to support a Midtown Revitalization Plan, consistent with national initiatives such as the President's Neighborhood Revitalization Initiative.

## Public and Community Support

Public and community support has been developed over the past three years since 2010 when discussions started between the City of Kingston and the non-profit 501 (c)3 Kingston Land Trust stemming from their



interest in the development of the Kingston Point Rail Trail (KPRT) and a Rail Trail Hub in the City of Kingston. In October 2011, a resolution was passed by the Common Council that recognized the importance of developing a publicly accessible multi-use rail trail offered without charge to the general public. To this end the Common Council resolved to support the KLT in its efforts to:

1. Hold charettes and facilitate a planning process to get public input on the proposal;
2. Engage the public in clean ups by growing a Friends of Kingston Rail Trails group;
3. Develop design concepts for a rail trail hub in the City of Kingston joining the subject trail, the O & W Rail Trail, and the Wallkill Valley Rail Trail; and
4. Explore opportunities for "Safe Routes to School" for school children to the City's schools in the vicinity of potential trails including JFK Elementary School.

As a result, the Kingston Land Trust has received technical support from Parks & Trails NY, the National Park Service Rivers, Trails, and Conservation Assistance Program, and received Community Development Block Grant funding from the City of Kingston and Greenway Conservancy for an engineering study just completed by Alta Planning + Design.

A grant from the Land Trust Alliance Conservation Partnership Program has been awarded for a public visioning process that will culminate in October 2013 with a Public Meeting in the Common Council Chambers. The "Kingston Greenline Summit" was held on July 20, 2013 with a welcome by the Mayor and the Deputy Director of Planning from County Executive Mike Hein's office. The Summit keynote speaker was Jeff Olsen from Alta Planning + Design featuring the Kingston Point Rail Trail. Site visits and conceptual design working sessions are planned in four areas of the City to build public engagement in the Kingston Greenline Initiative and Rail Trail hub in Midtown in August and September culminating in a public Meeting in October 2013.

As for volunteer involvement and work on the KPRT, there have been a series of cleanups starting with Clean Sweep in April 2011, July 11 & 13 and August 8, 2013 with significant help from the Church Communities, a donation by Waste Management of two 20 yard containers and donation of a backhoe by Carrot Rentals. The City Department of Public Works provided additional equipment and has regularly provided a dump truck to remove trash and other debris.

The Kingston Point Rail Trail is an important initiative of the Kingston Land Trust. The Alta Planning + Design Engineering Study can be downloaded from the following link and reflects significant planning effort and community outreach:

<http://www.kingstonlandtrust.org/wp-content/uploads/2011/03/KingstonPRT-Final2.pdf>

The Kingston Land Trust Rail Trail Committee pages website is available at this link:

<http://www.kingstonlandtrust.org/rail-trail-committee/>

The project will be able to commence immediately with the Kingston Point Rail Trail and East Strand improvements able to move forward to construction in 2014, Broadway Corridor construction in 2015. Due to the uncertainties in contractual timelines due to the array of grant sources requested, this is a best case scenario. The City of Kingston is prepared to move this project forward readily. With contingencies folded in, the entire project could be completed by late 2016.